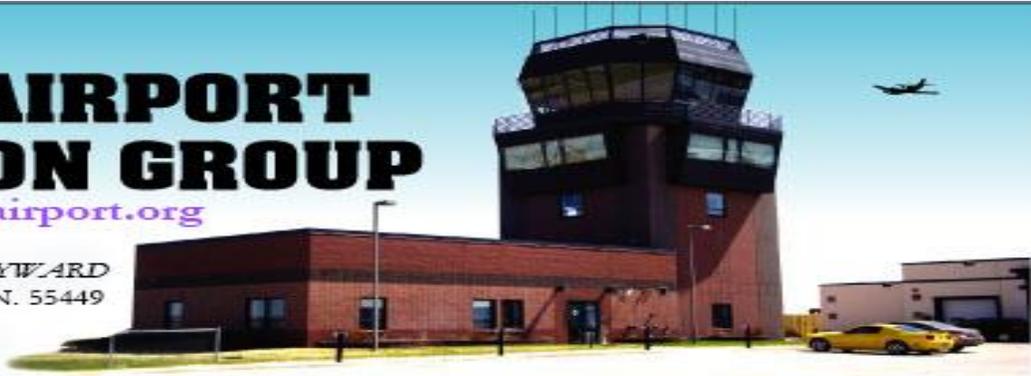


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When Rudeltaktik (Wolfpack) met CAP (Civil Air Patrol)



CAP was conceived as a potential supplement for America's military operations in the late 1930's by an

aviation advocate Gill Robb Wilson after his visit to Europe on assignment and saw that general aviation pilots were restricted from flying due to the controls imposed during war time. Wilson saw this as a threat to general aviation in America if drawn into war with Germany. He took his ideas of how the 100,000 private pilots available in America would be a potential asset in time of war to the Director of the Office of Civil Defense, Mayor of New York, Fiorello H. LaGuardia.

CAP was created with Administrative Order 9, and signed by LaGuardia on December 1, 1941 and published on December 8, 1941. Major General John F. Curry was appointed the first national commander and was given 90 days for CAP to prove their value in defense of the nation following the attack on Pearl Harbor December 7, 1941. The plan was to gradually provide CAP coastal patrol bases along the Eastern seaboard and Gulf of Mexico while the armed services gained strength to reach full-scale readiness in training and materials support.

The newly formed CAP volunteer pilots were already seasoned and licensed pilots and stood by at airfields in every eastern state, ready to fly on a moment's notice. Chief of the Air Corps, General Harley "Hap" Arnold, was convinced of their potential and provided them with fuel, and paid the pilots \$8 per day and ground crew received \$5 out of which they had to provide for their own uniform, flight servicing, food and accommodations.

By March, 1942, it became necessary for the Army and Navy to seek help in dealing with U-boats that were attacking shipping up and down the Eastern seaboard. Twenty-six CAP bases were established and patrolled offshore waters as far out as 100 miles. This auxiliary coverage released Army and Navy aircraft for long range surveillance.

On July 11, 1942, a Grumman G-44 Widgeon, flying from Coastal Patrol Base Number One, located near Atlantic City, spotted a U-boat twenty-five miles off the coast of New Jersey sinking her with two 350 pound depth-charges that many of the CAP flights were equipped with by July, 1942.



GRUMMAN G-44 WIDGEON

As the Army and Navy readiness improved a reduction of CAP responsibilities was introduced by August 31, 1943 and the Navy took over all anti-U-boat warfare and released CAP to aid the war effort through a wide variety of functions, including border patrol, military training assistance, courier service, flying food and plasma to remote areas and search and rescue missions. At its peak, the CAP gained the support of 80,000 men and women, plus 20,000 air cadets that received preflight training.

CAP has a war record with special effectiveness in organization and duty to the Nation.

On May 30, 2014, the Civil Air Patrol was awarded a Congressional Gold Medal signed into law S.309, by President Barack Obama honoring Civil Air Patrol's WWII veterans and members for its service during World War II. CAP pilots flew against U-boat captains that during WWII sank almost 3,000 Allied ships and were actively patrolling and destroying tankers and freighters along the American Eastern seaboard. CAP pilots flew 86,685 sorties, involving 244,600 flight hours and more than 24 million aerial miles, making 173 U-boat sightings, dropped 82 bombs or depth-charges and claimed the destruction or damage of two U-boats. Their sacrifices in using their own planes, in time, personal finance, the loss of 90 aircraft, and 59 of their comrades, with nearly half—26—dying during the coastal patrols, secured their place in history and the U-boat (Wolfpack) menace to American shores was broken.

CAP needed to find a new purpose following the end of WWII and with the announcement of massive budget cuts the existence of CAP was threatened and would lose financial support by April 1, 1946. General "Hap" Arnold called a conference of CAP wing commanders during January 1946 to discuss their usefulness during peace time and concluded that the Civil Air Patrol should be incorporated.

Civil Air Patrol would never again participate in combat operations.

On July 1, 1946, the 79th Congress passed and President Harry S. Truman signed into law Public Law 79-476 that stated what the objective and purposes of the newly federally chartered corporation of the U.S. Congress would be. This law stated that the Civil Air Patrol was established with Constitution and By-Laws making the corporation to be "Solely of a Benevolent Character" and that the Civil Air Patrol would never again participate in combat operations.

The Objects and Purposes

- To provide an organization to encourage and aid American citizens in the contribution of their efforts, services, and resources in the development of aviation and in the maintenance of air supremacy, and to encourage and develop by example the voluntary contribution of private citizens to the public welfare.
- To provide aviation education and training especially to the senior and cadet members; to encourage and foster civil aviation in local communities and to provide an organization of private citizens with adequate facilities to assist in meeting local and national facilities.

Civil Air Patrol as the USAF auxiliary

The United States Air Force was officially established on July 26, 1947 and in October 1947 a special CAP board convened to meet with USAF officials and plan the establishment of the Civil Air Patrol as the USAF auxiliary. The U.S. House of Representatives permanently established CAP as the official auxiliary of the United States Air Force with the signing into law, Public Law 80-557 by President Harry S. Truman on May 26, 1948.

Since that time, Civil Air Patrol has carried out three congressionally mandated objectives: emergency services (including search and rescue operations), aerospace education for youth and the general public, and cadet programs for teenage youth. In addition, it has been tasked with assisting the United States Department of Homeland Security and also performs non-auxiliary missions for various governmental and private agencies, such as local law enforcement and the American Red Cross.

Minnesota Wing, Civil Air Patrol (MNWG) is one of 52 Wings (50 states, Puerto Rico, and Washington, D.C.) of the Patrol (the official United States Air Force Auxiliary) and helps fulfill the Civil Air Patrol's core missions in Aerospace Education, Cadet Programs, and Emergency Services.

Minnesota Wing is headquartered in Inver Grove Heights, Minnesota. The Wing is divided into four Groups. Each Group is, in turn, made up of 4 to 7 Squadrons. Minnesota Wing currently has 22 squadrons located throughout the state.

Aerospace Education

The week-long National Flight Academy is held each summer in Mankato, Minnesota. Cadets have the option of attending a course focused on powered flight, or one focused on glider flight. In either school, cadets have the opportunity to log up to 20 hours of flight time, as well as solo should they demonstrate proficiency.

Cadet Programs

Most squadrons in MNWG include cadets (as either a Composite Squadron or a Cadet Squadron). North Hennepin Squadron in Crystal, Minnesota holds the distinction as being the first squadron in the nation to have a cadet program.

Minnesota holds an annual Encampment at Camp Ripley. Encampment is a 7 to 10 day cadet training activity that typically consists of between 80-100 students and 40 cadet staff. Encampment is held in mid-to-late-Summer and is targeted for new cadets in the program, as well as providing opportunities for advanced cadets seeking management training.

A weekend of training focused on leadership known as the Minnesota Leadership Academy (MLA) is held each October at Camp Ripley for four days. It is divided into three schools, each specific to the rank and leadership level of the cadets attending.

Emergency Services

Minnesota Wing operates 21 aircraft (Cessna 172 and Cessna 182 airframes) along with trained ground teams to support operations in Search and Rescue, Disaster Relief, and Homeland Security.

Anoka County Composite Squadron

Anoka County Composite Squadron is located at the Anoka County Airport (Jane's Field) in Blaine, MN. Weekly meetings are every Tuesday from 6:30pm to 9:00pm.

Anoka Squadron consists of both senior members (age 18+) and cadet members (age 12-17 and must have completed 6th grade).

For more information: www.anokacap.com - click 'Join Anoka Squadron'. Please feel free to visit and find out what Civil Air Patrol has to offer.